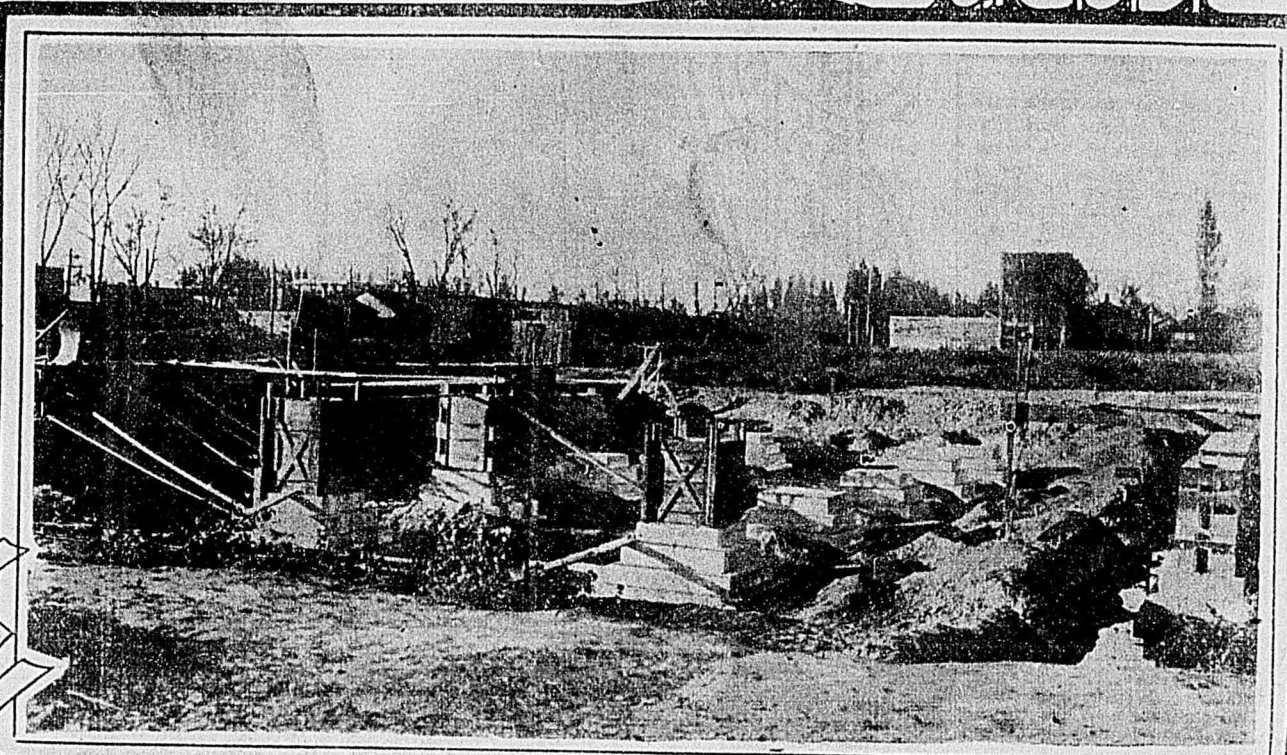


Four Transcontinental Railroads Centering in Salt Lake



Denver and Rio Grande Western Pacific
Passenger Station



Oregon Short Line
New Passenger Depot

Foundations of
D. & R. G. Depot

E. H. Harriman is Spending Millions in Improvements.

THAT the faith of E. H. Harriman in the future of Salt Lake City and Utah has never flagged, is instanced in the work done and the money spent in bringing to a point very near completion of the great half-million dollar passenger station now being roofed in at the foot of South Temple street. When the financial stringency struck other cities and other proposed railroad improvements very hard, and compelled the abandonment of nine-tenths of them until the money market should become easier, there was no let up on the work of building the Harriman passenger depot in this city; the magnificent structure continued to rise under the hand of the artisan until at present the building is almost finished, as far as the outside work of the main structure is concerned. The cement frame work is all up, the steel roof frames are in place, and the work of putting on the sheathing to receive the tile roof blocks is now being done. Soon the outer walls will be completed and the attention of the builders will be turned toward the finishing of the interior, and the building of the train sheds. The cost of the building, sheds, platforms, and all track improvements connected with the station will be in the neighborhood of one million dollars. The station will accommodate the business of two railroads terminating in this city—the Oregon Short Line and the Salt Lake route, which is the Los Angeles, San Pedro and Salt Lake railroad.

STRICTLY MODERN DEPOT.

The new depot is 600 feet long. Two facades front on South Temple street looking east. On the ground floor of the building will be included the main waiting room, ladies' waiting and reading rooms, news company's quarters, train boxes, conductors' room, Pullman supply offices, baggage room, train crews' offices, emergency hospital, barber shop, toilet rooms, bath rooms, stores, lavatories, cafe, dining room, kitchen, store room, United States mail office quarters, express companies' quarters, telegraph offices and a bureau of information.

The second floor will contain offices of the Oregon Short Line and Salt Lake Route division officials, dispatchers, yardmasters, etc. A large observation corridor will occupy the central portion of the building, formed by the four sides of the grand hall.

The exterior of the building will be of a character to impress the visitor at first sight and the surroundings will be beautiful and artistic. Iron gates will open into the main corridor from

the up-town side, and street cars will stop at convenient points in front of the building. On the west side the approaches to the trains will be by way of stairs leading down to the umbrella sheds, through which the train gates are reached. Stone or cement platforms will cover the yards approaching the trains, and iron guard-rails will lead the passengers to the tracks where the trains stand. In fact, the passenger station when completed will be one of the best and most complete and convenient in the whole country, and will be one of which every citizen of Salt Lake may feel proud.

RAPID DEVELOPMENT.

The progress of railroading in Utah, under the domination of E. H. Harriman, has been remarkable during the past ten years. When Mr. Harriman took hold of the Union Pacific line it was "an abandoned hulk of a railroad, without a friend, hopelessly bankrupt, penetrating a largely undeveloped country." For the twelve months ending June 30, 1908, according to a pamphlet on the subject issued by Harris, Winthrop & Co., of New York, the entire income of the Union Pacific road was \$33,291,125 from 5,325 miles of railway operated. That was the year of the reorganization, when Mr. Harriman took the road. For the year ending June 30, 1907, ten years later, the gross receipts of the road were \$87,473,766. That was a year of great prosperity. Yet returns for the year ending June 30, 1908, which was a year of general depression, show that the revenues of the Union Pacific were practically the same as in 1907.

SOUTHERN PACIFIC.

The history of the Southern Pacific road is similar to that of the Union Pacific. For the year ending June 30, 1908, the gross receipts of the road were \$100,000,000. This figure for the month of July, August, and September of the present year show that the net revenues of the line are actually larger than the biggest months of 1907.

NEW BRANCHES.

While no extensions to the Oregon Short Line have been constructed in the State of Utah during the past year, the branches built during the year previous, amounting to 37.5 miles, have been actively operated, and have demonstrated the wisdom of their building by the management of the road. These extensions include the branch from Brigham to Malad, 51.6 miles; branch from Legan to Merdon, 15 miles; the balance being in Idaho, including the Yellowstone park extension from Idaho Falls to the Yellowstone of 74.5 miles.

OREGON SHORT LINE.

When the Oregon Short Line came under the Harriman management, in 1897, the income of the road for the year ending in June of that year was \$5,200,000. That was the first year of its segregation from the Union Pacific. In the year 1907, 10 years afterwards, the income of the road was \$17,000,000. And while the year 1908 was a hard one for rail-

roads generally, the Oregon Short Line for the months of July, August and September, of this year showed a net gain of \$51,946 over the income for the same period in 1907.

MANY IMPROVEMENTS.

It is the faith of the head of the Harriman system of roads that Salt Lake will, within a few years, become the principal city between the Mississippi river and the Pacific coast. To accommodate this growth, the Harriman lines are building here the big passenger station, as noted above; about 25 miles of new sidings will also be constructed in this city, and have completed freight depot 600 feet long. All these improvements will bring the expenditures of the Harriman lines in this city during the present and the coming

year up to the grand total of \$1,500,000.

DEVELOPMENT OF TONNAGE.

Some idea of the growth of the territory tributary to Salt Lake City, tapped by the Oregon Short Line, may be had from the fact that during the past five or six years, new and improved sugar factories have been completed at Lehi, Ogden, Garland, Logan and Lewiston, in Utah, and at Blackfoot, Idaho Falls, Sugar City and Nampa in Idaho. For the cultivation of beets hauled to these factories, the farmer realizes from \$50 to \$60 profit on an acre, and all these factories are run to their full capacity annually, furnishing heavy tonnage to the road and bringing golden returns to the farmers.

A further idea of the development of

the country through which the Short Line runs is gained from the fact that in 1904 the road loaded 9,897 cars of live stock in Idaho, and two years afterwards, in 1906, it loaded 11,555 cars. Five hundred cars of tomatoes were loaded on the Oregon Short line last fall. Canning factories ship their entire produce over the road, breakfast food and cereal factories are being established at different points along the road, and in fact the country adjacent and tributary to the Oregon Short Line road has developed so rapidly that there is no telling where the end will be; that the entire country has taken on a season of prosperity which seems to be unending, and that the state, as well as the railroad, is feeling the beneficial effects of the enormous traffic developed by this Utah line.

PROSPEROUS YEAR FOR D. & R. G.

ONE of the most successful years in its history, has been enjoyed by the Denver & Rio Grande railroad, according to the declaration of one of its officials. "The year 1908 will break all records for business for us," said General Supt. Ernest Stenger, of the Utah lines of the Denver & Rio Grande. "The road suffered little or nothing from the panic; our business continued to pile up and in one month alone our net earnings were more than \$60,000 in excess of the same month last year."

"My explanation of this fact is that the Denver & Rio Grande is a mining road. Of the total receipts for the year ending June 30, 1908, 82 per cent of the whole was derived from shipments from the mines. The income from shipping products of mines for the year was \$5,619,476, which was a gain of more than \$600,000 over the year 1907 for the shipment of mine products; and this shows to some degree how the business of the road has increased."

"Salt Lake City is fortunately situated. Of all the cities in the country, especially of eastern cities, Salt Lake suffered perhaps less than any other city in the country from the effects of the 'financial stringency.' This is accounted for largely by the fact that her resources are here at home; and that what she produces is sufficient to carry her over the financial crises by the force of her own wealth. And the Denver & Rio Grande has kept pace with the progress of Salt Lake."

BIG DIVIDEND EARNER.

"One of the largest producers and one of the most profitable lines in the west is the district of Bingham. The D. & R. G. has recognized this fact, by relaying 10 miles of 35-pound steel rails on the high line at Bingham, and by the improvement of the track and facilities for freight handling at that point. The embankments on the line from Bingham and Garland have been widened and the road ballasted a good portion of the way; the capacity for handling

freight at the mining camp has been doubled, and facilities for storing cars has been greatly increased. In fact the company will have expended \$40,000 on the high line improvements before they are completed, and that will be shortly. Shipments from Bingham will easily be increased 50 per cent in the year 1909.

NEW EQUIPMENT.

"The road has received 1,000 new cars this year, and 28 new locomotives. Thirty passenger locomotives have been ordered for the system, 15 of which will be used on the Western Pacific and 15 on the Denver & Rio Grande. More than 1,000 tons of 35-pound steel rails have been laid on the main line during the year, and the minimum average weight of rail between this city and Denver is now 75 pounds."

The physical condition of the main line of the road is first class. The road has been materially improved by putting in about 400,000 new ties along the line at different places. The ballast has been kept up to grade all along the line, and the condition of the road compares favorably with other main lines throughout the country.

"Improvements have, however, to some degree been held back on the D. & R. G. by reason of having contributed largely to the construction of the Western Pacific road. The system is under terrible expense, and every source of assistance possible has been drawn upon to complete what has been accomplished in the opening up of the eastern division of the Western Pacific road. And the Denver & Rio Grande has done its share."

IMPROVEMENTS UNDER WAY.

"Among the improvements contemplated, outside of completing the splendid new depot at the foot of Third South street, is the enlargement of the freight yards, and facilities for handling freight at Salt Lake terminal, including the erection of the most commodious and convenient freight depot in the west. Drawings are now being

completed for the freight terminal, and when the system is completed it will be a most comprehensive one. All the freight business from the Western Pacific coast trade and the Denver & Rio Grande eastern trade will be handled at the new depot, and as the accommodations are now altogether too small to accommodate the business of the one road, plans have been made large enough to take care of future business of the transcontinental line for many years to come, however large it may be."

DOUBLE TRACKING.

"Another improvement which will ultimately be brought about, and a portion of which has already been accomplished, is that of double tracking the line. The matter is now up before the directors of the road, and this desirable feature will be consummated as early as possible."

"The road has just received from the factory the most complete wrecking machine ever shipped west. The wrecker has power to lift 100 tons, and is entirely up to date and complete."

"The road has acquired possession of the Sanpete valley branch during the year. This adds 50 miles to the road and considerable more business is brought to the line. The territory covered by the Sanpete valley branch is building up, and the branch was a profitable acquisition."

NEW COAL FIELDS.

"A number of new coal fields have been opened up along the line of the D. & R. G. during the year, among which may be noted the Independent mines at Helper. The output of other mines has increased fully 50 per cent and this has added to the hauling revenues of the Rio Grande. The San Pedro line draws on these mines for its supply of coal, and most of the increased output is consumed in Utah. Considerable quantities, however, go to the Ely smelter, Copper Flat and other Nevada points."

"Some of the towns along this road

Second Handsome Depot is Among Gould's Investment.

ONE of the prominent features of buildings under way in Salt Lake City is the big passenger station which is being erected by the Gould lines to accommodate the business of the Denver & Rio Grande and the Western Pacific.

Several pictures have been printed during the past three years of the proposed structure which is now going up on Third South street. However, the original designs have been materially changed. The picture presented on this page is a copy of the accepted perspective, and is published for the first time. A general statement of the nature of the structure is not available at this time, as the details are yet in the possession of the architect of the building, Mr. Henry J. Schlacks at Denver.

The two pictures given show how the passenger station will appear from the street side of the structure, and also how far the work has progressed on the foundations.

The depot and its appurtenances will occupy two city blocks, the site being bounded on the north by Second South street, on the east by Rio Grande street, and the south by Fourth South street, and on the west by Fourth West street. The center of the depot will be in the center of Third South street, at the intersection of that street with Rio Grande street, and will present an imposing appearance from that direction. The extreme outside length of the building will be 445 feet, the width of the central portion 95 feet and that of the wings 67 feet. The outer walls will be of impervious brick trimmed with stone or terra cotta.

The central or main portion in which will be located the general waiting room will have but a single story, furnishing an extremely high ceiling for a waiting room, 147 feet 4 inches long by 60 feet in width. On the sides of the waiting room will be arranged the ticket offices, parcel check room, telegraph office, telephone booths, etc., for the convenience of the public.

The wings are to be two stories in height, the upper floor to be partitioned into offices. On the ground floor of the north wing will be located commodious baggage and express rooms; also a large room for the use of trainmen and their effects. The ground floor of the south wing will be occupied by a smoking room for men, retiring room for ladies, toilet rooms, barber shop, restaurant, Pullman supply room, etc.

The entire building is to be of the proof construction, the floors of concrete and the partitions and furniture of fire proof tile. All of the floors, excepting those in the offices on the second story, kitchen, baggage room, express room, parcel room, mailing room and ticket offices are to be covered with tile; those of the offices, kitchen, parcel room and ticket office are to be covered with maple.

The trimming or wood finish throughout is to be of oak. The interior of the waiting rooms, as well as the public halls or corridors are to have marble wainscoting, and the whole interior is to be handsomely decorated by the painter.

The depot will be heated by steam from a separate and detached power house.

On the street side and at the ends of the building will be arranged handsome parks, which will be seeded with grass and planted with flowers, shrubs and trees. On the street side will also be constructed covered cab stands for the use of the company's patrons awaiting street cars or cabs.

The depot will be served by several passenger tracks, besides necessary short stub tracks for special cars, etc. Passengers entering or leaving trains will be sheltered by umbrella sheds constructed in accordance with the best modern design, and "garage" platforms will be built, not only between the depot and the tracks, but also in the spaces separating the various tracks from each other.

have developed wonderfully during the past year. The town of Green River, for instance, has come to the front as a fruit growing section of unsurpassed opportunities. Recent discoveries of oil near Bluff, Utah, are attracting the attention of oil experts and prospectors of the country over. Oil of the finest possible quality and of goodly quantity has been encountered and trained oil prospectors state that the Bluff properties show possibilities for the greatest oil fields in the country.

"In gratifying contrast to conditions existing the last year or two at the winter season, is the movement of the freight business of the road. Not a round of freight is tied up anywhere along the line on account of lack of motive power or of equipment. Although the volume of business has greatly increased, the equipment supply has kept pace with the growth, and the result is most pleasing to the operating department of the road. With the added equipment and motive power recently ordered, it is hoped that this record will be maintained during the entire coming year."